

# the aloha state

hawaii  
state  
department of  
transportation



annual  
report  
safe community  
traffic safety



federal  
fiscal year  
2004



Ua mau ke ea o ka aina i ka pono  
*The life of the land is perpetuated in righteousness*

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Makapuu Beach Park, Oahu, Hawaii

## 2004 Highlights

- In June 2004, Hawaii's seat belt usage rate soared to 95.1%, making Hawaii the first state in the nation to break through the 95-percentile mark
- Seat belt usage rate for backseat passengers among teens increased to 88.4%
- Kauai County achieved a perfect, 100% compliance rate for infant child safety seat usage
- Child safety seat compliance rate for infants throughout the state climbed from 72.5% in 2003 to 87.5% in 2004
- Child safety seat compliance rate for toddlers jumped from 62.2% in 2003 to 82.5% in 2004

## Hawaii Motor Vehicle Facts

- Hawaii is 3% below the national average for 100M Vehicle Miles Traveled
- Hawaii is 32% below the national average of registered vehicles rate/100K
- Hawaii is 28% below the national average for 100K population

## Goals for 2005

- Reduce the number of DUI-related fatalities and injuries through a "52/12 – You Drink & Drive. You Lose" enforcement and media campaign
- Reduce the number of speed-related fatalities and injuries
- Reduce the number of pedestrian fatalities and injuries
- Set a new goal of reaching a seat belt usage rate of 97% by 2007

# Aloha!

## A Message from the Governor's Highway Safety Representative



The Hawaii Department of Transportation (HDOT) continued to focus on key areas to make Hawaii's roads safer for motorists and passengers across the islands. In collaboration with partners who share our concerns, we were able to make strides to improve pedestrian safety, increase occupant protection, combat the issue of driving under the influence and tackle the problem of speeding. This annual report also includes 2002 statistics that show the progress we have made and, more importantly, highlights areas for the work ahead as we make ongoing improvements.

During calendar year 2003, 133 people died on our highways and thousands more were injured in collisions, all of which could have been prevented had drivers obeyed traffic laws, used occupant protection, stayed within speed limits, and did not drive under the influence of intoxicants. Therefore, we must remain committed to our number one goal: getting people where they need to go in a safe and efficient manner.

### **Year-Round Sobriety Checkpoints for DUI Enforcement**

During calendar year 2003, 53% of the traffic fatalities in Hawaii were alcohol-related. To combat the increase in alcohol-related deaths, in October 2004, the HDOT, along with the four county police departments, implemented a "52/12" enforcement program by increasing the frequency of sobriety checkpoints to every week. That means 52 weeks of enforcement coverage during the 12-month federal fiscal year. There will be a minimum of 52 sobriety checkpoints per year in each county, providing total statewide coverage of DUI enforcement. We plan to use the slogan, "52/12 - You Drink & Drive, You Lose," in an accompanying media campaign to create awareness of the program and to discourage drunk driving.

### **Hawaii's Seat Belt Usage One of the Highest in the Nation**

As a result of our successful 2003 Click It Or Ticket campaign, Hawaii's seat belt usage rate increased from 90.4% to 91.8%. After the 2003 campaign, we set a new goal for Hawaii: 95% by 2005. We are proud to report that our June 2004 observational survey showed that Hawaii has already exceeded that goal with a current seat belt usage rate of 95.1% – the first state in the nation to reach the 95-percentile level. Only two states have reached that level. Raising the bar on safety for Hawaii's drivers and passengers, our new goal is to reach 97% by 2007.

We attribute the success of the Click It Or Ticket campaign to the hard work of our many highway safety partners which included: the four county police depart-

ments, the Department of Health, the Department of Education, the Federal Highway Administration, the Federal Motor Carrier Safety Administration, local fire departments, religious leaders, military bases and many others.

### **New Police Accident Report Form**

During federal fiscal year 2004, the HDOT funded the efforts of a statewide traffic records data committee to improve overall data systems. The data committee looked at the possibility of revising the police accident report form using MMUCC guidelines. Subcommittees have been tasked with revising the police accident report forms, electronic data collection and electronic citation gathering.

### **Proposed Legislation to Enhance Safety**

In 2005, the HDOT and its highway safety partners plan to introduce a number of legislative proposals to protect Hawaii's motorists and passengers. We hope to successfully pass laws that will:

- Mandate booster seats
- Allow refusals for an alcohol test to be used in court
- Institute a Graduated Driver Licensing program
- Clearly define pedestrian rights

### **Sponsorship of National Safety Organizations**

In September 2004, the HDOT hosted the Governors Highway Safety Association's (GHSA) annual meeting, attracting approximately 300 people from across the nation. We have received rave reviews of the annual meeting from the Executive Director, President and Treasurer of GHSA. We were also informed that the annual meeting evaluations showed an overwhelming outstanding rating.

In July 2005, the HDOT will host the American Driver and Traffic Safety Education Association conference. And in 2006, the HDOT will host the Western Association of State Highway and Transportation Officials annual meeting.

We are committed to highway safety and will work to reduce the number of fatalities and injuries from motor vehicle crashes. We look forward to continuing our work with our highway safety partners and the community to make Hawaii's roadways safer.

Rodney K. Haraga  
Director  
State of Hawaii Department of Transportation





By partnering with a number of community organizations and other State of Hawaii agencies, the HDOT made inroads to help reduce the number of alcohol-related fatalities and injuries in the islands. In FFY 2004, the HDOT invested grant funds in Hawaii's next generation of drivers, continuing or launching new countermeasure programs that focused on enforcement, community outreach and education.

#### **Adult Friends For Youth**

Reaching out to high-risk youth and young adults before they receive their drivers licenses benefits everyone – drivers, occupants, other motorists and pedestrians. Adult Friends for Youth targeted high-risk, unlicensed adolescents and young adults to teach them the rules of driving, offer real-life road driving experiences, and to provide a vehicle for training and tests. In FFY 2004, 43 students were enrolled in the program, with 17 receiving their licenses.

#### **Mothers Against Drunk Driving**

MADD has numerous outreach and educational programs that require extensive volunteer support. Recruitment of volunteers through websites, local newspapers and Service Learning Programs at the University of Hawaii and Hawaii Pacific University proved to be effective. During FFY 2004, 125 volunteers assisted with the MADD Dash, while 25 new volunteers provided support for the organization's other special events and office work.

Grant funds were also used to inform students about the dangers of underage drinking. A total of 34 multi-media school assembly programs were presented to approximately 21,785 students at 27 schools statewide.

*The summit provided the student delegates with valuable information.*

#### **Kauai Liquor Control's Drunk Busters Project**

The Kauai Department of Liquor Control's Drunk Busters program left a lasting impression on middle and high school students on the Garden Island. The program included an 18-minute video, "DUI: Dead in 5 seconds," and the opportunity to experience intoxication using simulation equipment (Drunk Busters Goggles). Since the project began in 2003, presentations have been made to more than 3,085 students.

#### **Volunteer Center of Maui**

To create a heightened sense of ownership for the underage drinking and driving problem among high school students, the Volunteer Center of Maui coordinated a Maui County Youth Summit to Prevent Underage Drinking in January 2004. The successful event drew 32 high school students from Maui, Molokai and Lanai for a weekend summit to address ways to reduce the number of underage youth drinking or consuming drugs and driving, or being a passenger in a vehicle with an impaired driver. The summit provided the student delegates with valuable information, empowering them to develop recommendations to deter underage drinking in their respective schools.

The Volunteer Center of Maui also prepared "Celebrate Sober, Celebrate Life" mementos for 1,500 graduating high school seniors.

#### **Kauai Keiki (Hawaiian for "Child") Injury Prevention Coalition's Shattered Dreams Program**

The Kauai Keiki Injury Prevention Coalition knows that seeing is believing. About 200 Waimea High School juniors and seniors witnessed a simulated crash scene right on their campus as a way to educate them about the consequences of driving under the influence of alcohol. This was the second consecutive year of the program for Kauai County, with Waimea High School selected to serve as host. The program was an enormous undertaking with 35 volunteers from 12 agencies and 50 student volunteers.



Mothers Against Drunk Driving sign waving campaign

#### **Youth Deterrence**

All four county police departments implemented youth deterrence activities. The Hawaii County Police Department used plain clothes officers to monitor underage drinking in public places and at large gatherings such as raves.

#### **Youth Deterrence Enforcement Statistics**

POLICE DEPARTMENT	UNDER 21 ARRESTS (.08+)*	ZERO TOLERANCE ARRESTS*
Honolulu	335	66
Hawaii County	188	198
Maui County	22	8
Kauai County	29	4
Total	574	276

\* County and grant funded





Kauai Keiki Injury Prevention Coalition's  
Shattered Dreams program

### Department of Education Traffic Safety Program

Integrating traffic safety prevention and awareness into Hawaii's school-related activities is an effective way to prevent and reduce injuries and traffic fatalities. During FFY 2004, 45 public and private high schools conducted Project Graduation/Prom celebrations, a powerful example of what happens when youth, parents and the community combine their time and resources. Other activities included sending 80 driver education teachers to a two-day highway safety conference and distributing safety brochures and videos to public schools.

### Department of Health Underage Drinking Prevention & Education Program

Underage drinking is a serious problem and many parents are not aware about the short- and long-term health and safety dangers of underage drinking. This project sought to fill this information gap by providing educational information to parents of youth ages 9 to 15. After purchasing educational materials and training staff, the Department of Health was able to conduct 25 presentations statewide, reaching 330 parents and 703 students. The program staff also distributed underage drinking prevention materials at a variety of community events and health fairs.

### Sobriety Checkpoints

All four county police departments continued to conduct sobriety checkpoints to deter alcohol and/or drug impaired drivers. During the 2004 grant period, 35,897 vehicles were checked and 282 arrests were made.

## hawaii statistics

### DOE Participation Statistics

	# of Students	# of Adults	# of Handouts	# of Schools
Parent Traffic Safety Conferences	0	200	16,300	30
National Meetings and Conferences	3	1	0	2
Project Graduation/Prom	5,000	2,000	0	45
Elementary Educational Resources	66,000	0	66,000	125
High School Educational Resources	2,000	0	500	14
<b>Total</b>	<b>73,003</b>	<b>2,201</b>	<b>82,800</b>	<b>216</b>

### Sobriety Checkpoint Enforcement Statistics

Police Department	Grant SCP*	County SCP	DUI Arrests <sup>†</sup>	Other Arrests <sup>†</sup>	Citations <sup>†</sup>	SB/CR Citations <sup>†</sup>	Vehicles Checked <sup>†</sup>
Honolulu	124	64	79	68	1,716	unknown	6,959
Hawaii County	96	36	153	145	861	24	19,688
Maui County	35	9	45	15	207	11	4,449
Kauai County	24	11	5	10	271	49	4,801
<b>Total</b>	<b>279</b>	<b>120</b>	<b>282</b>	<b>238</b>	<b>3,055</b>	<b>84</b>	<b>35,897</b>

\*Sobriety Checkpoints    <sup>†</sup>County and Grant funded

# Occupant PROTECTION

During the Click It Or Ticket campaign in May 2004, Hawaii's seat belt usage soared to 95.1%, making Hawaii the first state to ever reach this level.



## Occupant Protection Enforcement Program

Thanks to the hard work and dedication of Hawaii's four county police departments, along with various partners, Hawaii's seat belt usage rate reached 95.1% during the May 2004 Click It Or Ticket campaign. As a way to encourage even higher rates of compliance in the future, the four county police departments issued 3,169 seat belt citations and 97 child safety citations. The campaign also yielded other benefits: two stolen vehicles were recovered and three fugitives were apprehended.

## Occupant Protection Enforcement Statistics

Police Department	Grant Funded Seat Belt Citations	County Funded Seat Belt Citations	Grant Funded Child Restraint Citations	County Funded Child Restraint Citations
Honolulu	4,653	4,043	117	405
Hawaii County	1,866	2,837	62	267
Maui County	5,795	N/A	23	N/A
Kauai County	762	667	23	55
Total	13,076	7,547	225	727

	Oahu	Hawaii	Kauai	Maui	Total
4-day Training	2	1	0	0	3
Number Trained	32	9	0	0	41
2-day Training	0	3	0	0	3
Number Trained	0	18	0	0	18
Community Check-ups	15	14	6	20	55
Number Served	523	278	112	508	1,421
Fitting Stations	8	5	5	7	25
Individual Teachings	1,857	76	161	10	2,104
Individual Installations	N/A	62	154	35	251
Calls to Keiki Car Seat Hotline	148	N/A	N/A	N/A	148
1-day Refresher Course	1	1	0	0	2
Number Trained	27	3	0	0	30

## protecting our keiki



### **Oahu Keiki Injury Prevention Coalition Child Restraint Educational Program**

The Oahu Keiki Injury Prevention Coalition (KIPC) continued to focus on child passenger safety activities and reached out to children with special needs. KIPC conducted one in-service CPS training per county specifically for those who work with children with special needs. The in-services provided an overview of basic child passenger safety concepts, an understanding of the requirements for transporting children with special health needs, and an update on the latest types of technology available for special needs children.

### **Partners For Safe Keiki (Hawaii County) Child Restraint Educational Program**

In addition to child passenger safety activities, Hawaii County also developed a program for children with special needs. Partners For Safe Keiki conducted its first Special Needs Training session this past year. The response was extremely positive and there are now plans for a second Special Needs Training in FFY 2005. The group also provided CPS information via a local television network show, "Living In Paradise."

### **Kauai Keiki Injury Prevention Coalition Child Restraint Educational Program**

The Kauai Keiki Injury Prevention Coalition (KKIPC) knows how to make safety fun and entertaining for children. In addition to their child passenger safety activities, KKIPC developed a booster seat coloring book, which emphasized the importance of using a booster seat for children. During FFY 2004, 566 coloring books with this important safety message were distributed.

### **Safe Communities of Maui Child Restraint Educational Program**

Maui families received a double benefit from the Safe Communities of Maui. They had the opportunity to ensure that their child's car seat was properly installed and received a free identification card for doing so. The identification card lists emergency contact information in case the child is transported by someone other than the parents. During the grant period, Safe Communities of Maui issued 532 identification cards.

### **Hawaii County Police Department Click It Or Ticket Basketball Tournament**

The Hawaii County Police Department used sports activities targeted at youth to increase awareness about the seat belt law for the back seat. The seat belt law requires those under the age of 18 to use a seat belt in the back seat to reduce fatalities and injuries to occupants involved in motor vehicle collisions. The police officers created a series of Click It Or Ticket 3-on-3 basketball tournaments for youth ages 6 through 18. Four tournaments were held: two in Hilo, one in Kona and one in Puna. A total of 1,401 youth on 266 teams and 4,000 spectators not only enjoyed the games, but also received information about the seat belt law, which was stressed throughout the tournaments and promotional campaign.



# Speed CONTROL

Hawaii is not immune from speeding, but our county police departments have been able to step up their efforts to keep the problem in check.

## Speed Control Enforcement Program

Through federal grant funds, all four county police departments were able to augment their speed enforcement programs and increase the number of speeding citations. During the grant period, officers issued a total of 39,013 speeding citations, 13.3% of which were made possible through the federal grant.

## Maui Police Department's Lahaina Speed Program

The Maui Police Department's Lahaina District began its own speed countermeasures program to reduce the number of

motor vehicle collision injuries and fatalities caused by speeding and aggressive drivers. Grant funds were used to purchase equipment to record aggressive drivers: video recorders for patrol cars and a DVD recorder to archive all the tapes. The videos were used in court as evidence. Officers also conducted speed enforcement, targeting drivers who exceeded the speed limit by 15 miles per hour or more. One driver was issued a citation for speeding at 92 mph in a 45 mph zone.

## Speed Control Statistics

Police Department	Grant Funded Citations	County Funded Citations
Honolulu	1,678	29,906
Hawaii County	1,336	2,206
Maui County	1,870	679
Kauai County	313	1,025
Total	5,197	33,816

# Pedestrian SAFETY



## Walk Wise Hawaii

Keeping pedestrians safe is the goal of Walk Wise Hawaii, an educational program that provided information to drivers and Hawaii's senior population, who are often the most vulnerable. The program, jointly sponsored by the HDOT, the City & County of Honolulu's Department of Transportation Services and the Honolulu Police Department, consisted of two parts: "Walk Wise Kūpuna" (Hawaiian for "elder") which focused on senior pedestrians and "Drive Wise...Give Seniors A Brake" which educated all drivers.

Since the program began in January 2004, it has reached more than 5,000 seniors through pedestrian safety presentations on the island of Oahu. During the summer of 2004, the successful program was expanded to educate all pedestrian segments statewide. The expanded initiative also targeted business and civic organizations to help carry the message

to their respective memberships. More than 100 organizations, including all island Rotaries and Chambers of Commerce, were contacted to request their participation.

## Honolulu Police Department Pedestrian Education Program

The Honolulu Police Department's Traffic Division, in partnership with the Walk Wise Hawaii program, dedicated a police officer to conduct pedestrian safety educational presentations to senior citizens.

## Hawaii County Police Department Crossing Guard Training

During the grant period, 29 school crossing guards received a two-hour training session to help improve safety for Hawaii's young students. The police also conducted 224 inspections of school crossing guards. The Hawaii County Police Department hopes the community will become actively involved in supporting pedestrian training for senior citizens in the future.



Linda Wong, Officer Silvin Siquig and Danny Kaleikini visiting the Walk Wise Kūpuna booth at the Hawaii Senior's Fair.

## Safe Communities of Maui Pedestrian Program

Due to the popularity of the program during FFY 2003, Coco Nut the Clown made encore performances for children in Maui County. In collaboration with Safe Communities of Maui, Coco Nut performed seven pedestrian and bicycle safety presentations for 624 children, from kindergarten through the third grade, on the islands of Maui, Lanai and Molokai. Coco Nut also coordinated two bicycle safety rodeos on Maui to teach 108 children safety tips.



A portable speed display outside a Maui school

## Safe COMMUNITIES

Making our communities safer for everyone continues to be an ongoing objective for the Safe Communities Office.

The Safe Communities Office effectively leveraged its resources by partnering with community organizations with a shared vision for safer communities in the islands. In FFY 2004, the Safe Communities Office issued four mini grants (\$2,000 or less) for community organizations to develop creative ways to increase traffic safety awareness in their neighborhoods.

A grant allocated to the Safe Communities of Maui was used to set up portable signage and speed display monitors near six of Maui's public schools to keep student pedestrians safe. The signage provided a vivid reminder that the fine for speeding in a school district is \$277.

The Paukaa Community Association, which covers the area above Hilo on the island of Hawaii, purchased signs reminding drivers to slow down in their community. On the west side of the Big Island, the Kona Heavens Neighborhood Watch used funds to maintain a website to promote traffic safety information.

The Neighborhoods In Action group also used funds to maintain its website to promote the 3rd Annual Islandwide Seminar – Solutions 2004: Neighborhoods In Action, which addressed such issues as speeding and making roadways safer.

## Police TRAFFIC SERVICES

Reducing the amount of time it takes to investigate a crash scene while improving investigation techniques continues to be a priority for the four county police departments. The police departments would like to reduce the amount of time roads are closed without compromising the integrity of their investigations.

Two new officers from the Honolulu Police Department were assigned to the Vehicle Homicide Section of the Traffic Division. The officers attended a two-week Advanced Traffic Crash Investigation course in Massachusetts.

A total of 25 traffic investigators from all four county police departments participated in a Traffic Crash Reconstruction course in Honolulu that was conducted by the Institute of

Police Technology and Management. The Maui Police Department also tapped into the expertise provided by the Institute of Police Technology and Management. In July 2004, the Maui Police Department hosted a Pedestrian/Motorcycle Accident Investigation training for a total of 23 officers from all four county police departments.

Forensic mapping allowed officers and detectives to use the latest technology to assist in court cases. In February 2004, 11 traffic investigators from the Honolulu Police Department were trained in all aspects of the Forensic Mapping System, Sokkia Total Station, data collector and software. This training enabled the new traffic investigators to operate the Sokkia to map out fatal scenes. The Hawaii County Police Department also conducted forensic mapping training for the six Traffic Enforcement Unit officers and two Criminal Investigation Division detectives.

## Emergency MEDICAL SERVICES

Time is of the essence when it comes to rescuing accident victims. Hawaii took major steps forward to slash the time it takes to extricate and transport accident victims to a hospital emergency room.

### Hawaii County Fire Department Equipment Request

The Hawaii County Fire Department invested in two sets of power extrication devices for the Kaumana and Kawaihani fire departments. Thanks to the federal grant funds, the fire crews are now well equipped to respond to the needs of accident victims more efficiently and have the ability to extricate pinned vehicle occupants in a timely manner. This greatly reduces the amount of time it takes to free a victim and be transported to an emergency room.



# Traffic RECORDS

The goals of Traffic Records are to continue the Statewide Data Committee, update the Police Accident Report forms to make them 90% MMUCC compliant and to develop systems to collect data electronically. Using federal grants, progress have been made on these initiatives.

## Statewide Data Committee

The Data Committee met regularly to address a number of priorities such as updating the Police Accident Report Forms and working on the transmission of electronic citations and electronic data to the HDOT, the statewide data gatekeeper.

## Maui Police Department Data Records Project

Maintaining accurate, timely and complete data records is critical in identifying priorities for national, state and local highway and traffic safety programs in Hawaii and in evaluating the effectiveness of those efforts. The Data Records Project seeks to continually improve the way in which data is collected and to greatly multiply the usage of this information by making it accessible to the HDOT's partner agencies.

The Maui Police Department's successful Report Warrior reporting system has been well received since its inception, and now enjoys a user rate in excess of 95 percent, with more than 250 department personnel utilizing the system.

During the 2003 grant period, Motor Vehicle Accident Forms 300B, 314 and 315 were developed and converted to electronic formats and added to the Report Warrior reporting system. The majority of the reports are now being prepared on electronic forms developed by this project. The system has been designed to capture all relevant data from these Motor Vehicle Traffic Accident electronic forms and, in the near future, this data will be transmitted directly to the HDOT and partner agencies.

To take this system to the next level, grant funds in FFY 2004 were used to purchase 22 Dell Latitude D800 notebook computers so that patrol officers could collect data and write reports while in the field. The Report Warrior program was downloaded onto each computer so that officers could call up all traffic-related accident and arrest forms in an electronic format within minutes.

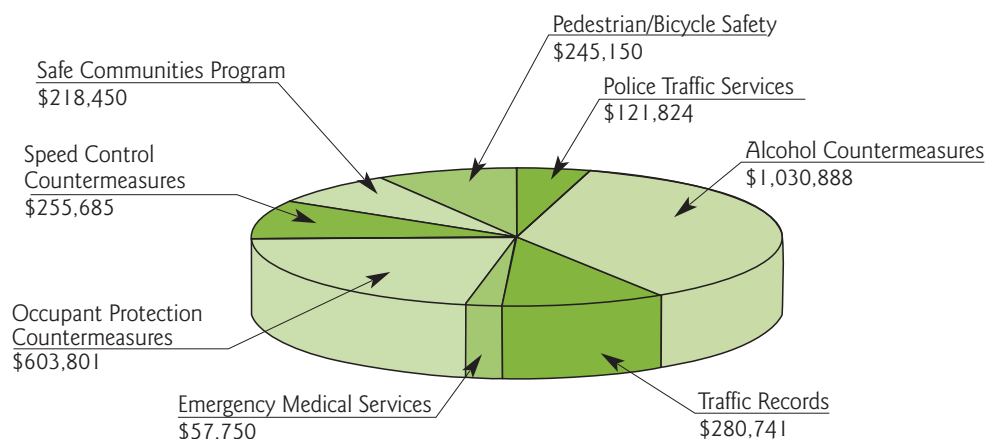
## Other Counties Data Records Projects

Information technology issues within the counties of Honolulu, Hawaii and Kauai postponed the launch date of their data records projects, and those projects have now been rescheduled for implementation in FFY 2005.

# Motorcycle SAFETY

The safety of all residents and visitors traveling on Hawaii's roads, including motorcyclists, is important. The HDOT monitors motorcycle safety, which continues to be an area of concern; however, there were no motorcycle safety projects during FFY 2004.

## Safe Communities Office Federal Fiscal Year 2004 Funding



# Hawaii

## PERFORMANCE GOALS

### 2004 ANNUAL PERFORMANCE REPORT

Program Group or Area	1998	1999	2000	2001	2002	5 yr avg	2003*	% Change 5 yr avg vs. 2003
<b>TOTAL PROGRAM</b>								
Total Fatalities	120	98	131	140	119	122	133	+9%
Total Injuries	10,303	9,604	9,068	8,596	8,938	9,302	6,453	-28%
<b>ALCOHOL</b>								
Drinking Drivers in Fatal Crashes	47	37	30	38	28	36	45	+25%
16-20 Age Group – Drinking Drivers in Fatal Crashes	10	2	4	3	6	5	9	+80%
<b>OCCUPANT PROTECTION</b>								
Safety Belt Survey (Front Seat Occupants)	80.5%	80.3%	80.4%	83.5%	90.4%	83.0%	91.8%	+11%
Child Safety Seat Usage (Infants) *Oahu Only	84.4%*	89.4%*	89.8%	81.8%	90.9%	87.3%	95.4%	+9%
Child Safety Seat Usage (Toddlers) *Oahu Only	37.0%*	38.9%*	45.9%	34.8%	59.5%	43.2%	62.2%	+44%
All Occupant Fatalities (Percent Restrained)	55.4%	37.3%	35.4%	36.6%	40%	40.9%	48.2%	+18%
16-20 Age Group Fatalities (Percent Restrained)	43.8%	20.0%	33.3%	9.1%	16.7%	24.6%	45%	+83%
0-4 Age Group Fatalities (Percent Restrained)	N/A	50%	N/A	66.7%	0%	N/A	0%	N/A
<b>SPEED CONTROL</b>								
Excessive Speed Fatal Crashes	42	29	45	42	43	40	38	-12%
Excessive Speed Injury Crashes	660	625	532	602	329	550	765	+133%
<b>PEDESTRIANS/BICYCLISTS</b>								
Pedestrian Fatalities	23	21	29	30	33	27	23	-15%
Pedestrian Injuries	648	615	629	524	578	599	558	-3%
Bicyclist Fatalities	1	1	1	7	4	3	6	+100%
Bicyclist Injuries	388	360	229	279	308	313	337	+9%
<b>MOTORCYCLE</b>								
Motorcyclist Fatalities	21	17	18	18	24	20	19	-5%
Motorcyclist Injuries	374	379	387	372	394	381	763	+94%
Motorcyclist: % Helmeted in Fatal Crashes	28.6%	11.8%	16.7%	22.2%	37.5%	23.4%	42.9%	+83%
<b>TRAFFIC RECORDS</b>								
Drivers in AR Fatal Crashes (No BAC Given)	18	13	15	15	16	15	17	+13%
<b>EMERGENCY MEDICAL SERVICES</b>								
Urban (Response Time – Notification to Arrival)	7.7 min	8.3 min	7.1 min	8.4 min	6.4 min	7.6 min	8.8 min	+16%
Rural (Response Time – Notification to Arrival)	10.9 min	8.7 min	10.5 min	13.5 min	9.6 min	10.6 min	10.9 min	+3%

\*Note: The statistics for 2003 have not been finalized. The numbers shown are estimates.



## TOTAL PROGRAM

### TOTAL FATALITIES

The number of fatalities increased by 9%, 122 (five-year average) compared to 133 (2003). The increase is due to 12 multiple fatal crashes that resulted in 30 fatalities. Because Hawaii's fatality numbers are so small, multiple fatal crashes have a significant impact.

### TOTAL INJURIES

The number of injuries decreased by 28%, 9,302 (five-year average) compared to 6,453 (2003). Our high seat belt usage rate may be the reason for our decrease in injuries.

## ALCOHOL

### DRINKING DRIVERS IN FATAL CRASHES

The number of drinking drivers in fatal crashes rose by 25%, 36 (five-year average) compared to 45 (2003). Of the 12 multiple crashes mentioned above, nine were alcohol-related resulting in 24 out of the 30 fatalities. Because Hawaii's numbers are so small, alcohol-related fatal crashes with multiple fatalities have a significant impact. In FFY 2005, we will be implementing a 52/12 DUI enforcement/media campaign statewide, which includes county police departments conducting sobriety checkpoints 52 weeks in a 12 month period.

### 16-20 AGE GROUP – DRINKING DRIVERS IN FATAL CRASHES

The number of drinking drivers in fatal crashes in the 16-20 age group increased by 80%, 5 (five-year average) compared to 9 (2003). Two out of the nine drivers were involved in multiple fatal crashes. Because Hawaii's numbers are so small, a comparison is difficult.

## SPEED CONTROL

### EXCESSIVE SPEED FATAL CRASHES

The number of excessive speed fatal crashes decreased by 12%, 40 (five-year average) compared to 38 (2003). However, we are looking into a speed awareness campaign with an educational component to support enforcement because the number of injuries has increased.

### EXCESSIVE SPEED INJURY CRASHES

The number of excessive speed injury crashes increased by 133%, 550 (five-year average) compared to 765 (2003).

## MOTORCYCLE

### MOTORCYCLIST FATALITIES

The number of motorcyclist fatalities decreased by 5%, 20 (five-year average) compared to 19 (2003). This is fairly consistent with previous years' numbers. However, we are looking into conducting an awareness campaign about motorcyclists' helmet use because the number of injuries has increased.

### MOTORCYCLIST INJURIES

The number of motorcyclist injuries rose by 94%, 381 (five-year average) compared to 763 (2003).

### MOTORCYCLIST: % HELMETED IN FATAL CRASHES

The percentage of motorcyclists helmeted in fatal crashes increased by 83%, 23.4% (five-year average) compared to 42.9% (2003). We have noticed that younger motorcyclists that are trained tend to use their helmets more often.

## TRAFFIC RECORDS

### DRIVERS IN AR FATAL CRASHES (NO BAC GIVEN)

The number of drivers in alcohol-related (AR) fatal crashes with no BAC given rose by 13%, 15 (five-year average) compared to 17 (2003), which follows the trend of the past few years. Probable cause remains a problem to have all drivers tested.

## OCCUPANT PROTECTION

### SAFETY BELT SURVEY (FRONT SEAT OCCUPANTS)

The percentage of front seat occupants observed using a seat belt rose from 90.4% (2002) to 91.8% (2003), as a result of continuing the Click It or Ticket (CIOT) campaign. We believe that the CIOT strategy helped us achieve a high seat belt usage rate, and we will continue the CIOT campaign in FFY 2005.

### CHILD SAFETY SEAT USAGE (INFANTS)

The percentage of infants using child safety seats increased from 90.9% (2002) to 95.4% (2003). We will continue to work with the Department of Health's Keiki Injury Prevention Coalition and other child safety advocates toward increasing the percentage of infants using child safety seats.

### CHILD SAFETY SEAT USAGE (TODDLERS)

The percentage of toddlers using child safety seats rose from 59.5% (2002) to 62.2% (2003). We will also continue to work with the Department of Health's Keiki Injury Prevention Coalition and other child safety advocates toward increasing the percentage of toddlers using child safety seats.

### ALL OCCUPANT FATALITIES (PERCENT RESTRAINED)

The percentage of occupant fatalities that were restrained increased by 18%, 40.9% (five-year average) compared to 48.2% (2003), which is indicative of our high seat belt usage rate.

### 16-20 AGE GROUP FATALITIES (PERCENT RESTRAINED)

The percentage of fatalities in the 16-20 age group that were restrained rose by 83%, 24.6% (five-year average) compared to 45% (2003), which is also indicative of our high usage rate.

### 0-4 AGE GROUP FATALITIES (PERCENT RESTRAINED)

There were no fatalities for the 0-4 age group in 2003.

## PEDESTRIANS/BICYCLISTS

### PEDESTRIAN FATALITIES

The number of pedestrian fatalities dropped by 15%, 27 (five-year average) compared to 23 (2003), which we believe is a result of normal fluctuation with these small numbers. However, in FFY 2004 we implemented a Walk Wise Kupuna educational campaign on Oahu to increase awareness of pedestrians. In FFY 2005, we will be expanding the educational campaign statewide.

### PEDESTRIAN INJURIES

The number of pedestrian injuries decreased by 3%, 599 (five-year average) compared to 558 (2003).

### BICYCLIST FATALITIES

The number of bicyclist fatalities rose by 100%, 3 (five-year average) compared to 6 (2003). Because Hawaii's numbers are so small, it is difficult to make comparisons. There may be an increasing trend and we will be looking into the problem.

### BICYCLIST INJURIES

The number of bicyclist injuries increased by 9%, 313 (five-year average) compared to 337 (2003).

## EMERGENCY MEDICAL SERVICES

### URBAN (RESPONSE TIME – NOTIFICATION TO ARRIVAL)

The urban response time from notification to arrival increased by 16%, 7.6 minutes (five-year average) compared to 8.8 minutes (2003). The 2003 statistics have not been finalized, therefore the estimates for urban and rural response times cannot be relied on to show a true comparison.

### RURAL (RESPONSE TIME – NOTIFICATION TO ARRIVAL)

The rural response time from notification to arrival increased by 3%, 10.6 minutes (five-year average) compared to 10.9 minutes (2003).

# Annual Evaluation

## REPORT SUMMARY

Year	1996	1997	1998	1999	2000	2001	2002
Population	1,187,283	1,192,057	1,193,001	1,185,497	1,211,537	1,224,398	1,224,898
Vehicle Miles Traveled (Millions)	8,005.90	8,003.00	8,090.20	8,215.20	8,525.70	8,754.30	8,937.30
Traffic Fatalities	148	131	120	98	132	140	119
Traffic Fatalities & Serious Injuries	11,800	11,321	10,423	9,702	9,134	8,736	9,057
VMT Fatality Rate	1.8	1.6	1.5	1.2	1.5	1.6	1.3
VMT Fatality & Serious Injury Rate	147.4	141.5	128.8	118.1	107.1	99.8	101.3
Population Fatality Rate (100,000)	12.5	11	10.1	8.3	10.8	11.4	9.7
Population Fatality & Serious Injury Rate (100,000)	993.9	949.7	873.7	818.4	753.9	713.5	739.4
Alcohol Involved Fatalities	66	59	58	43	53	44	45
VMT Alcohol Fatality Rate	0.77	0.71	0.75	0.51	0.56	0.50	0.50
Population Alcohol Fatality Rate	5.2	4.8	5.1	3.5	4	3.6	3.7
Percent Population Using Seat Belts	N/A	80.0%	80.5%	80.3%	80.4%	90.4%	91.8%
Percent Fatal Vehicle Occupants Unbelted	51.1%	51.1%	34.7%	57.6%	54.9%	67.6%	64.6%





# Federal Aid REIMBURSEMENT

Program Area/Project	HCS Federal Funds Obligated	Amount Of Share-To-Local Benefit	Cumulative State/Federal Cost To Date	Cumulative Federal Funds Expended	Federal Funds Previous Amt. Claimed	Federal Funds Claimed This Period
<b>NHTSA</b>						
<b>NHTSA 402</b>						
Total Planning And Administration	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
Total Alcohol	\$233,732.58	\$207,335.27	\$292,165.74	\$233,732.58	\$233,732.58	\$ .00
Total Emergency Medical Services	\$44,198.00	\$44,198.00	\$55,247.50	\$44,198.00	\$44,198.00	\$ .00
Total Occupant Protection	\$45,780.74	\$23,554.60	\$57,225.95	\$45,780.74	\$45,780.74	\$ .00
Total Pedestrian/Bicycle Safety	\$153,227.79	\$148,940.00	\$191,534.74	\$153,227.79	\$153,227.79	\$ .00
Total Police Traffic Services	\$105,761.18	\$105,032.31	\$132,201.49	\$105,761.18	\$105,761.18	\$ .00
Total Safe Communities	\$158,807.11	\$5,944.98	\$198,508.89	\$158,807.11	\$158,807.11	\$ .00
Total Speed Control	\$189,190.18	\$186,502.72	\$236,487.74	\$189,190.18	\$189,190.18	\$ .00
<b>TOTAL NHTSA 402</b>	<b>\$930,697.58</b>	<b>\$721,507.88</b>	<b>\$1,163,372.05</b>	<b>\$930,697.58</b>	<b>\$930,697.58</b>	<b>\$ .00</b>
Total 405 Occupant Protection	\$125,926.97	\$125,926.97	\$503,707.88	\$125,926.97	\$125,926.97	\$ .00
Total New 410 Alcohol	\$227,657.80	\$227,657.80	\$910,631.20	\$227,657.80	\$227,657.80	\$ .00
Total 411 Data Program	\$73,641.65	\$63,323.07	\$294,566.60	\$73,641.65	\$73,641.65	\$ .00
Total 2003b Child Passenger Protection	\$43,433.58	\$43,433.58	\$54,291.98	\$43,433.58	\$43,433.58	\$ .00
<b>I 57 Incentive Funds</b>						
Total I 57 Alcohol	\$242,055.70	\$242,055.70	\$302,569.64	\$242,055.70	\$242,055.70	\$ .00
Total I 57 Pedestrian Safety	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
<b>Total I 57 Incentive Funds</b>	<b>\$242,055.70</b>	<b>\$242,055.70</b>	<b>\$302,569.64</b>	<b>\$242,055.70</b>	<b>\$242,055.70</b>	<b>\$ .00</b>
Total I 57 FFY 2003 Innovative Funds	\$267,213.64	\$267,213.64	\$267,213.64	\$267,213.64	\$267,213.64	\$ .00
Total I 57 FFY 2004 Innovative Funds	\$70,886.97	\$70,886.97	\$70,886.97	\$70,886.97	\$70,886.97	\$ .00
<b>Total NHTSA</b>	<b>\$1,981,513.89</b>	<b>\$1,762,005.61</b>	<b>\$3,567,239.96</b>	<b>\$1,981,513.89</b>	<b>\$1,981,513.89</b>	<b>\$ .00</b>
<b>Grand Total</b>	<b>\$1,981,513.89</b>	<b>\$1,762,005.61</b>	<b>\$3,567,239.96</b>	<b>\$1,981,513.89</b>	<b>\$1,981,513.89</b>	<b>\$ .00</b>



The Aloha Festival's Royal Court at the Opening General Session

# THE Annual Meeting

HIGHWAY SAFETY: PRIORITY 1.0  
SEPTEMBER 25 – 29, 2004

In September 2004, the Hawaii Department of Transportation (HDOT) had the privilege of hosting the Governors Highway Safety Association annual meeting in Honolulu. The forum provided a way to exchange valuable traffic safety information and for the HDOT to share the aloha spirit with nearly 300 people from 35 states. Highlights included presentations by Hawaii Governor Linda Lingle and National Transportation Safety Board Chairman Ellen Engleman Connors.

The annual meeting featured 15 workshops on such timely topics as alternative DUI sentencing, street racing and distracted driving, which were led by speakers from Hawaii and across the nation.

In addition to the workshops, attendees were given opportunities to network with other safety officials and advocates at the two main social events: the Opening Night Reception, held at the Waikiki Aquarium, the third oldest public aquarium in the United States, and the annual State Night Dinner, held on the lawn fronting the Hilton Hawaiian Village's Oceanside lagoon. In keeping with Island tradition, the meeting culminated with a sumptuous Hawaiian luau and an entertaining Polynesian show.



**GHS** Governors Highway  
Safety Association



# A festive occasion



Charles A. Hurley, vice president of the National Safety Council's Transportation Safety Group, presented a certificate of excellence to Governor Lingle and the State of Hawaii for achieving a seat belt usage rate of 95.1 percent.



Attendees enjoy Hawaii's unique marine life



Opening Reception at the Waikiki Aquarium





Virginia's Vince Burgess showing off Hawaii's "Shaka Sign" while promoting next year's GHSA meeting in Norfolk, Virginia



New GHSA Chair Colonel Jim Champagne



View of Waikiki Beach and Diamond Head from the GHSA Hospitality Suite



NHTSA Administrators on the hot seat



NTSB Chairman Ellen Engleman Conners

Valuable information



# The Aloha Spirit



View of sunset at Waikiki Beach from the Hospitality Suite



State Night Luau



Some of Hawaii's GHSA Annual Meeting planning committee members and volunteers.



NHTSA's booth



# Drive with Aloha



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Department of Transportation

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